

COLORADO CITIES

IN THEIR OWN WORDS TABLE OF CONTENTS

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FOOD, CLOTHING, AND SHELTER

FOOD

WEEKEND MEALS

“On Saturdays we always had baked beans for the noonday meal as my father had the afternoon off and the hot meal was served when he came home. There was a small, brown, pottery jar kept for baking beans alone. For Sunday dinner we would have chicken from our own flock, for as soon as my parents moved to the new Goss Street house they began keeping chickens. And it was no unusual matter to have pie for breakfast on special occasions.”

Source: Quantrille D. McClung, *Memoirs of My Childhood and Youth in North Denver* (Denver: Colorado Genealogical Society, 1979).

CHRISTMAS MENU, DENVER, 1859

“Fried rabbit, stewed rabbit, broiled rabbit.
Fried venison, stewed venison, broiled venison.
Grouse, pome bread.
Rabbit Pie, Venison Pie, and Dried Apples.”

Source: Recollections of Clara Ruth Mozzor, *Rocky Mountain News*, December, 20, 1914. Dawson Scrapbooks, Colorado Historical Society.

PREPARING FOOD IN DENVER, 1859

“A few of the houses had stoves - those were the homes that had women in them. But where the men had to do their own cooking, and most everywhere they did, a little Dutch oven was used.”

Source: Recollections of Clara Ruth Mozzor, *Rocky Mountain News*, December, 20, 1914. Dawson Scrapbooks, Colorado Historical Society.

WILD GAME

“During the winter we had deer, antelope, elk, bear and mountain sheep. We kept our game on the roof of the cabin.”

Source: Recollections of W. H. H. Larimer, Denver “Sister Republics,” Dec. 1909. Dawson Scrapbooks, Vol. 34, p. 45. Colorado Historical Society .

CHEAP FOOD

“It was reported that Denver in 1890 served the cheapest meals, for the food put out, in the Untied States. Steak, French fried potatoes, bread and butter, coffee and a dessert, raisin pie or bread pudding, was 15 cents.”

Source: “Colorado Eats,” WPA Files, Box 5 Denver Public Library.

FOOD IN EARLY DENVER

“A scant supply of shriveled vegetables crossed the dusty plains in the lumbering Conestoga wagons, each drawn by twelve yoke of oxen. One month to six weeks were required for the trip. Potatoes sold for 25 cents a pound. Hardier fruits, much rarer than gold nuggets, were hauled by stagecoach express. Apples sold as high as \$1.25.”

Source: *Colorado: A Guide to the Highest State* (Washington, D. C.: WPA, 1940): 91.

A CHRISTMAS DINNER MENU

“Soup: Beaver Tail, St. Julien, Oyster

Fish: Baked Specked Trout, Fried Yampa River Grayling

Boiled: Sugar Cured Ham, Chicken, Elk Tongue with Horseradish

Roast: Loin of Elk, Chili Sauce, Leg of Venison, Mallard Duck, Oyster Dressing

Entrees: Rocky Mountain Elk Steaks, Hunters Style; Elk Brains on Toast; Strawberry Flummery, Cream Sauce; Mayonnaise, Salmon Salad, Pickled Beets

Relishes: Hartford Sauce, Home Made Catsup, French Mustard

Vegetables: Baked Sweet Potatoes, Scalloped Tomatoes, Sugar Corn, Mexican Beans

Pastry: English Plum Pudding, Mince Pie, White Cake, Gold Cake, California Peaches, Crackers, Nuts, Tea, Coffee, Milk Chocolate”

Source: "First Christmas in Routt County," Steamboat Springs, 1885, CWA Interviews, Doc. 358/22a, Colorado Historical Society.

FEW PACKAGED OR CANNED ITEMS IN 1890

“In 1890 there were relatively few packaged or canned items on the grocer’s shelves. One variety of each was the general rule. Grandma took what she could get. Distribution was pretty strictly local; she bought the kind of groceries her neighbors chose to produce. It was up to grandmother to turn these basic products into appetizing dishes over the coal range. She ground her own coffee; laboriously measured the ingredients for puddings, pancakes, and pies; canned or dried all fruits and vegetables; made catsup chili sauce, jellies, and jams; baked her bread and beans; rendered her lard and made her soap. . . . Practically everything was stored in bins and barrels.”

Source: Marguerite Frink Counter, “Pioneer Canning Industry in Colorado,” *Colorado Magazine*, 30 (January 1953): 38.

STODDARD'S MEAT MARKET

"[At Stoddard's Meat Market] there was a great, round "chopping block," at least 18 inches thick and three or four feet across, which must have been a section of an enormous tree. Much of the meat was in the form of "quarters." Some hung from hooks in the ceiling and often several would be hung outside to advertise the business.... For 5 cents one could get a really good soup bone that would make the base of a soup that would serve the four of us. For 15 cents one could get enough meat for the main meal."

Source: Quantrille D. McClung, *Memoirs of My Childhood and Youth in North Denver* (Denver: Colorado Genealogical Society, 1979): 13.

CLOTHING

A WELL-DRESSED MAN

“To see our family, led by my father and my mother--the former dressed in top hat and frock coat, with the seven offspring bringing up the rear, on its way to Church of a Sunday, must have been some sight.

“My father always wore a full beard. His boots were square-toed high boots, over which he drew his trouser legs. They cost \$22.00 a pair at John Jenkins, the Cobblers.”

Source: John W. Horner, Sr., "Boyhood Recollections," *Colorado Magazine*, Vol. 20 (September 1943): 175.

HATS

“A hat was a nuisance. It was always falling off unless there was a rubber under your chin.... Speaking of hats, they constituted another “don’t” at school. Never wear or try on another child’s hat. Why? You might bring home something you didn’t like.”

Source: Edwina H. Fallis, *When Denver and I Were Young* (Denver: Sage Books, 1956): 60.

WOMEN’S HATS

“Ladies those days wore big hats held on with a long hairpin. It was pointed on the end to penetrate any kind of cloth and some of the softer heads. I recall my mother used to feel that thing very carefully through her hair, until it came out the other side.”

Source: Forrest Coulter, “65 Years of memories,” p. 13. Denver Public Library Manuscript Collection.

CLOTHING STYLES

“Ladies - Three to twelve petticoats were usual and at least three had to be taffeta to create a swish.

“Men - The man who escorted the Gibson Girl through City Park on a Sunday afternoon wore a Prince Albert coat with a silk hat and a cane...when he went to work he togged out in a derby and cutaway coat...in summer he changed for a straw hat with a black cord anchoring it to the lapel of his short Seymore coat.”

Source: Recollections of Frances Melrose, *Rocky Mountain News*, September 15, 1946.

WOMEN'S CLOTHING

“When I was a child ladies were still wearing bustles. These were oval pads attached to the rear of the person just below the waistline by strings tied around the body. These were the days, too, of the ‘hour glass’ figures and tight lacing was required to secure the desired shape.”

Source: Quantrille D. McClung, *Memoirs of My Childhood and Youth in North Denver* (Denver: Colorado Genealogical Society, 1979).

WOMEN'S HAIR STYLES AND HATS

“In those days ladies curled their hair with curling irons. One held them over the flame of a kerosene lamp to heat but some had handles that could be bent so the metal part could be inserted in the lamp chimney and left the required length of time. Hair was usually worn in elaborate puffs and pompadours built up over pads commonly called "rats." On top of these erections were work large hats attached to the hair by long hat pins, sometimes very long indeed, and the subject of much complaint. . . . Girls wore their hair mostly in braids, which were adorned with ribbon bows, the larger the better, and a great source of pride.”

Source: Quantrille D. McClung, *Memoirs of My Childhood and Youth in North Denver* (Denver: Colorado Genealogical Society, 1979).

WOMEN'S SHOES AND GLOVES

“I liked to look at ladies' high button shoes and at their long, buttoned gloves. They used to have full-sized buttoners for the shoes called a button hook, and tiny ones for the gloves. And gloves were supposed to go on easier if powder was shaken into them from a small, dainty wooden container somewhat in the shape of a bottle.”

Source: Quantrille D. McClung, *Memoirs of My Childhood and Youth in North Denver* (Denver: Colorado Genealogical Society, 1979).

THE BLACKSMITH SHOP

“There was a blacksmith shop. . . . I used to love to go past that as I was going downtown and watch the blacksmiths shoeing horses and making horseshoes. Hearing the pounding of the hammers and anvils and seeing the red-hot metal that they shaped.”

Source: Franklin Folsom quoted in Maria M. Rogers, ed., *In Other Words: Oral Histories of the Colorado Frontier* (Golden, CO: Fulcrum Publishing, 1996): 55.

SOBERLY DRESSED IMMIGRANTS

"About the time we built our Bell Street house (1893) there was a great influx of Italians into Denver. They settled in North Denver and began truck gardening in the Platte River bottoms. . . . These women were always soberly dressed in black calico, shapeless dresses, black aprons with little black shawls around the shoulders or over the head."

Source: Quantrille D. McClung, *Memoirs of My Childhood and Youth in North Denver* (Denver: Colorado Genealogical Society, 1979): 32.

HOUSES

EARLY DENVER HOUSES

“The only variety in the houses those days was that some of them had a window or two where most had none and a few had two doors instead of one. Most of the homes were what was known as “Yankee Frame” made out of unplained cottonwood boards, nailed upright instead of being nailed laterally on upright supports.”

Source: Recollections of Clara Ruth Mozzor, *Rocky Mountain News*, December 20, 1914. Dawson Scrapbooks, Colorado Historical Society.

SLEEPING PORCHES

“This house was a square house, four big bedrooms. . . . Dad was really an early health nut, I guess, because he built sleeping porches on so every bedroom had a sleeping porch. [We slept in the fresh air] and it was cold, but none of us had tuberculosis. . . . [We slept on a screen porch] in the winter, and we didn’t have any heat. Later we had windows put in but no heat. It was still cold out there.”

Source: Elizabeth Graham Demmon quoted in Maria M. Rogers, ed., *In Other Words: Oral Histories of the Colorado Frontier*, (Golden: Fulcrum Press, 1995): 83.

DENVER’S EXTREME YOUTH

“To get the right perspective in the study of social conditions one must first remember Denver’s extreme youth, for scarcely more than half a century ago there was not a house, a tree, or a blade of grass where this beautiful city now stands.”

Mrs. Crawford Hill, “East vs. West,” *Harper’s Bazarre* (May, 1910): 314.

MANSIONS

A DENVER MANSION

“Not long ago I had the pleasure of seeing the interior of the residence of one of the wealthiest men in Colorado.

“The finest part of the house was its ball room. It was illuminated by electric lights shining through stained glass. Large mirrors reflected all which passed in the room. There were quantities of carved wood, a polished inlaid floor, beautiful and handsome draperies, a balcony for the orchestra. An alcove with a cushioned seat where the dancers would rest or those who did not dance would watch those who did.

“Polished wood floors, magnificent paintings, rugs, wood carvings, mirrors abounded throughout the house.”

Source: Henrietta Hitchcock Manuscripts, MSS#1344 Colorado Historical Society.

THE WEALTHY PEOPLE OF COLORADO SPRINGS

“The general round of life in the Springs is agreeable. The large leisure class, gathered from many parts of the world, makes it a practice to laugh and be gay, to ride or drive in the morning, to arrange luncheons and dinner-parties, picnics, teas, bicycle or plain, and receptions in the afternoon; and now and then dances in the evening. . . . The reason why Denver and Colorado Springs are such acceptable places to live in is easily explained. They are so new, and so recently settled by Eastern people of affluence that Eastern standards of life and manners still prevail.”

Source: Lewis Morris Iddings, “Life in the Altitudes,” *Scribner's Magazine* (February, 1896): 144, 151.

RESIDENCES OF VARIED ARCHITECTURE

“The traveler finds a city [i.e., Denver] that compares favorably with any in America, or even in Europe. The magnificent blocks of buildings of stone and brick, equipped with all modern improvements, the private residences of varied architecture, reproductions of French chateaux, surrounded by insurmountable stone walls or huge iron fences, villas of Italian Renaissance with their beautiful terraced gardens, great red brick colonial mansions with stately white pillars and white fences. Denver has rightly been named the ‘City of Homes.’

Source: Mrs. Crawford Hill, “East vs. West,” *Harper's Bazarre* (May, 1910): 314.

THEIR HUGE STONE CASTLES ARE NOW APARTMENTS

“Millionaires were flocking into Denver from Leadville, Aspen, Creede, and Central City, hunting for the most conspicuous sites on which to build conspicuous mansions. Most of them chose Brown’s Bluff, now Capitol Hill, overlooking the commercial section of the city. Their huge stone castles still line the shaded streets north and south from the Colorado statehouse. But today most of them are apartments, clubs, or meeting places. . . .”

Source: Charles A. Graham and Robert Perkin, “Denver: Reluctant Capital,” in Ray B. West, ed., *Rocky Mountain Cities*, (New York: Norton, 1949): 299.

FAMILIES, CHILDREN, AND SCHOOLS

FAMILIES

ITALIAN IMMIGRANT FAMILIES

“About the time we built our Bell Street house (1893) there was a great influx of Italians into Denver. They settled in North Denver and began truck gardening in the Platte River bottoms.... These women were always soberly dressed in black calico, shapeless dresses, black aprons with little black shawls around the shoulders or over the head.”

Source: Quantrille D. McClung, *Memoirs of My Childhood and Youth in North Denver* (Denver: Colorado Genealogical Society, 1979): 32.

A BLACK FAMILY MOVES TO COLORADO

“After the third child was born to the Robinson family, in New Mexico, my grandfather decided to move to Colorado. He had never forgotten how beautiful the mountains had been when he first came west. . . . Since he was an excellent cook, he was never out of work.”

Source: Dorothy Bass Spann in *Black Pioneers: A History of a Pioneer Family in Colorado Springs*.

A CHINESE FAMILY FUNERAL

“We stopped to watch a Chinese funeral. First we heard the queer tin-panny music. Then we saw the men trotting along in their thick soled slippers, all dressed up in their best embroidered coats, their long queues hanging under round pillbox hats. They were tossing bits of bright red paper around.... Pretty soon they laid the food they had brought with them on the dead man’s grave. There were roast ducks and bowls of rice and baskets of fruit.”

Source: Edwina H. Fallis, *When Denver and I Were Young* (Denver: Sage Books, 1956): 96.

COMPANIES RECRUITED IMMIGRANTS

“In the fifteen or twenty years prior to 1920, the coal companies had actively recruited laborers from the impoverished and crowded areas of southern Europe. The recruiting continued into the 1920s but on a decreasing scale. Few of the children in our school knew any English when they entered. Their parents paid scant heed to some of the subjects the children studied—but no so with English! The children were made to repeat English lessons at home—and in this way, of course, parents learned the language too.”

Source: Letha M. DeVoss, “Superstar,” in Margaret J. Lehrer, ed., *Up the Hemline* (Colorado Springs: Williams and Field, 1975): 99.

CHILDREN

THE GAME OF BULL PEN

“The game was played with a ball, which was made of yarn unraveled from the leg of an old sock. The ball was wound hard and was made large and heavy. Its use was not to be struck with a bat; its mission in the world was to be thrown at somebody with no gentle force. If the ball struck a boy fairly and unexpectedly in the stomach, it knocked him down; this was great fun.”

Source: *ICC Star*, April 30, 1911.

Dawson Scrapbooks, Vol. 4, p. 57, Colorado Historical Society.

CHILDREN'S GAMES

“We were seldom without a ball, but somehow balls seemed unable to avoid getting under the kitchen stove where they acquired a strange shape, which made them unsuitable for play. Then there were jack straws and tidily winks. How we loved the latter. . . . Clay pipes were provided for bubble blowing, another pastime greatly enjoyed.”

Source: Quantrille D. McClung, *Memoirs of My Childhood and Youth in North Denver* (Denver: Colorado Genealogical Society, 1979).

SOME CHILDREN'S GAMES

“There were card games, “Authors” and others... When in my teens a kind neighbor used to favor me with a frequent game of checkers and in those days we young ones got into the habit of gathering around the piano for an evening of song, usually the old fashioned kind.”

Source: Quantrille D. McClung, *Memoirs of My Childhood and Youth in North Denver* (Denver: Colorado Genealogical Society, 1979): 273.

MANITOU SPRINGS MINERAL WATER

"At Manitou we would stop to drink some of the mineral water for which I did not care in its virgin state. Provident folk took with them large glass bottles or jugs and filled them with water from the soda springs. They had to be handled with care lest trouble ensue. If too full and subjected to a lot of motion, the jug was apt to blow its cork and the precious fluid be lost. But my mother was careful and on our return we would have 'soda lemonade,' a great treat."

Source: Quantrille D. McClung, *Memoirs of My Childhood and Youth in North Denver* (Denver: Colorado Genealogical Society, 1979): 66.

PROTECTING WOMEN AND CHILDREN

"At present the Judge [Juvenile Court Judge Benjamin Lindsey] is engaged in trying to complete a code of laws for the protection of women and children, which he hopes will be a model for all other States. . . . This code [of laws] will cover child labor, juvenile delinquency and dependency . . . and other matters having to do with social . . . justice toward mother and child."

Source: Julian Street, "Hitting a High Spot: Denver," *Colliers* (November 7, 1914): 29.

SCHOOLS

SCHOOL DESKS

“According to my ideas of school Miss Peabody’s First Grade was all that it should be. There were the little desks, five straight rows, seven in each row. The desks were made for the average size six-year-old to slip in, perch on the edge of the seat hinged to the desk behind and ease it gently down into position, or accidentally on purpose slip and slam it down. Those who were small for their age had plenty of room to wiggle about and sit on their feet. Those who were large for their age found the desks a tight fit, but they wiggled just the same. The desks had fancy cast iron sides that were screwed to the floor. Each desk had a sloping wood top and a shelf underneath.”

Source: Edwina Fallis, *When Denver and I Were Young* (Denver: Sage Books, 1956): 54.

A FIRST-GRADE CLASSROOM

“There were the narrow tall windows on one side of the room, and the big slate blackboards on the other. At the lower edge of the blackboard was a trough to hold the chalk and erasers. Below the trough was a narrow platform for the little children to stand on so they could reach the blackboards. The teacher’s table and chair stood on a wide platform and behind it were her cupboards for books, pencils, chalk, and erasers, the teacher’s lunch and maybe her hat and coat.”

Source: Edwina Fallis, *When Denver and I Were Young* (Denver: Sage Books, 1956): 54-55.

RELIGION IN PUBLIC SCHOOLS

“The early public school was an aid to righteousness such as it does not now seem to be. The bell rang, followed by roll call, then reading of a short Bible lesson, next repeating or singing the Lord’s Prayer or the singing of a well chosen song.”

Source: *Recollections of a Colorado Pioneer Ft. Lupton Press*, February 3, 1938.

SEGREGATED SCHOOLS

This man remembered when schools were segregated by race in Denver:

“A building on 16th and Holladay Streets was also rented sometime in 1868; where only colored children were taught.”

Source: *Denver Tribune*, September, 13, 1883. Dawson Scrapbooks, Colorado Historical Society.

SCHOOL ATHLETICS

“School athletics were practically nil and were individual only as far as the boys were concerned and were confined largely to ‘Marbles,’ ‘Tops,’ ‘Foot and a half,’ and ‘Jacks.’ Later, the girls stole the latter..... [Girls] were limited to such athletics as ‘Charm String,’ ‘Autograph Albums,’ and ‘Bean Bags.’”

Source: Harry T. Baldwin, “The Denver High School, 1874-78,” *Colorado Magazine*, 15, (May 1938): 115.

HIGH SCHOOL CLASSES

“The whole third floor of the Arapahoe Building was used by the High School. The large assembly room occupied the front of the building. There were two large classrooms and a small one partitioned from the hall—originally the boys’ coatroom. Classes in Greek and French were heard here. The chemical laboratory was in the basement. The teacher performed the experiments while the class looked on. Grade pupils were often interested and peered through the windows, but sufficiently nauseous results [odors] sent them flying.”

Source: Harry T. Baldwin, “The Denver High School, 1874-78,” *Colorado Magazine*, 15 (May 1938): 110-111.

RULES FOR DENVER TEACHERS

- “1. Are all the pupils busy at their work?
2. Are two studying from the same book?
3. Is the teacher interrupted by questions during recitation?
4. Are the pupils addicted to snickering?
5. Is the floor clean?
6. Are the desks spotted with ink?
7. Are the lips moving during study?
8. Are the pupils polite toward the teacher and toward each other?
9. Is the owner’s name written legibly with ink in each textbook?
10. Is the board clean, or any marks thereon that do not legitimately belong to the school-work, and are all marks neatly and properly made?”

Source: *Teacher’s Handbook: Denver, 1890.*

PUEBLO SCHOOL BUILDINGS OVER TIME

“Most of the houses in Pueblo up to this time were either adobe or frame, with some fired brick of poor quality. The first school of any importance was adobe, with two rooms, on the site where the present Centennial High School now stands. An 8-room brick building was built there in the late 1870s and then removed to make way for the present high school building.”

Source: James Owen, “Reminiscences of Early Pueblo,” *Colorado Magazine*, 22 (May 1945): 101.

A CHRISTMAS PLAY

“The school had a few programs. The Christmas program was the most successful. . . . We could run off enough copies of our program for our audience. After the old sheet curtains were open, the little ones sang song, ‘a capella’ of course since we had no piano. Then the older students put on a one act play. We couldn’t come by a Santa Claus suit, so we had the good St. Nicholas who was easy to dress in a flowing robe and a bishop’s miter.”

Source: Margaret Vandenburg, “Forty Years One Winter,” in Margaret J. Lehrer, ed., *Up the Hemline* (Colorado Springs: Williams and Field, 1975): 117.

WORK AND WORK PLACES

MANUFACTURING

A DENVER SMELTER

“Out in the smelting works I saw long rows of vats, pans, covered by bubbling - boiling water, and filled with pure silver, four or five inches thick, many thousand dollars worth in a pan. The foreman who was showing me shoveled it carelessly up with a little wooden shovel, as one might toss beans.”

Source: Description by Walt Whitman in *Colorado: A Guide to the Highest State*. (Washington, DC: WPA, 1940): 91.

THE ARGO SMELTER

“The Argo smelting furnaces are a group of buildings on the eastern outskirts of the city. Arriving at the works you take a short walk around a high broad fence, cross a track on which are freight cars laden with gold and silver ore and last arrive at the office door.

“Here you are likely to be challenged by a burly watch man who wants to know your business.

“If you are fortunate enough to know someone in the office you can gain admittance and a polite young man offers to take you over the works.

“First of all is the room where the ore is being ground into powder. This is necessary before the smelting and waiting processes begin.

“Here and there are heaps of powdered ore each pile marked with the name of the mine from which it has been taken.

“This ore is gray or brown or red in color and looks like any common powdered stone.

“Of course these mounds contain a great deal of precious metal.

“Seeing one which looked unusually rich, I asked our guide how much money he supposed was in ‘that.’

“He looked queer for a minute and answered, “That’s mostly brick dust.”

“Little half buckets carried off ores attached to a leather band which is constantly revolving over wheels carries the powdered ore to the furnace where the smelting process begins.

“All of the slag sinks to the bottom of the furnace and at the end of a certain time is drawn off leaving only the metal, not yet, however, in the pure state....

“Still another smelting and wasting process follows this when the metal is ready for the tank. Here the almost purified metal is placed in huge tanks through which boiling water passes.

“The metal here is in its most beautiful form in quantities....

“Not being yet in a convenient form the metal is removed from the tanks and melted.

“It is last of all poured into brick molds which contain about \$1,000 worth of silver and which weigh when turned out about 85 lbs.”

Source: Henrietta Hitchcock Manuscripts, MSS#1344 Colorado Historical Society.

SMELTING SILVER ORE

“The smelter lies between the Rio Grande and Fort Worth [railroad] tracks, in the outskirts of the city [of Pueblo]. . . .

“The ore as it comes from the mines. . . is ground in powerful mills, which reduce it almost to powder. The only unusual noise in the place comes from these thundering crushers. . . .

“The [crushed] ore is kept in bins, from which it is taken to the roasting department. It is placed in furnaces here, sixty feet long and twenty wide, and is subjected to a low heat to rid it of sulphur. . . that may be in it. . . . Ore trucks, lifted in place by hydraulic elevators, next convey the roasted ore to the bedding floors, where it is fluxed for the smelters proper.

“Bedding is, briefly, the mixing of ores and fluxes [limestone and other minerals]. . . . The mixing or bedding is accomplished by dumping the ores from the cars overhead, upon the bedding floors, where they are spread in thin layers, one above another until, maybe, the mass will be seven or eight feet deep. . . .

“The mixed ore, coke and limestone is thrown into the furnaces. . . from platforms above them. The openings for this purpose afford no view of the raging fires within, but they are there nevertheless, and the natural heat is intensified by a blast blown into them by one of two great engines. . . . On one side of them are the lead wells from which the workmen draw the molten metal in ladles, and pour it into moulds that hold about a hundred pounds each. The slag, or refuse, is run off on the other side. . . and pitched over the "dump."

“. . . When the moulds have cooled, bars having something of the sheen of silver, are taken from the; but it is not silver, at least not all of it. It is the "base bullion," in this instance more lead than anything else. It has yet to be refined, and for that purpose, in the case of this company, is sent to Philadelphia.

Source: Andrew Morrison, *The City of Pueblo and the State of Colorado*. (St. Louis: George Englehardt & Co., 1890): 117-118.

SMELTER WORK

“In the smelters, the men worked 12 hours a day, seven days a week for 2 dollars and 50 cents a day. When shifts were changed, they worked 24 hours at a stretch.”

Source: “Racial Groups in Denver,” WPA Files, Box 5, Denver Public Library.

BLACK PLUMES OF SMOKE

“It was not all play, however, in those days of a city’s happy youth. On every side were evidences of capital and labor at work. Black plumes of smoke waved above the tall chimneys of vast sprawling smelters, and when the breeze came from the northwest our nostrils stung with the sharp pungency of chemical fumes. Long trains of box cars, loaded high with ore, rumbled down the mountain canons to feed the . . . furnaces. . . .”

Source: Joseph E. Smith, “Personal Recollections of Early Denver,” *Colorado Magazine*, 20 (March 1943): 71.

THE BLACKSMITH SHOP

“I used to spend quite a lot of my leisure time at the town blacksmith shop. The shop seemed always to be busy, shoeing horses, mostly during the summer, and repairing wagons, hay mowers, etc., during the winter when horseshoeing was slack. I was always fascinated by the blacksmithing, watching the operations of forging and fitting of the horseshoes, and watching the sparks fly from the various welding jobs. The blacksmith shop was owned and operated by a German whose name was Jacob Weiss. He always had a hired man as helper, and at one time they made several new wagons. Two or three were ore wagons, extra heavy, much heavier than the ranch wagons. They were nice looking wagons, too, after being painted.”

Source: George W. Champion, “Remembrances of South Park,” *Colorado Magazine*, 40 (January 1963): 24-25.

MY PET PLACE TO HANG AROUND

“When I’d get to go to town about twice a year with a [mule] skinner [a driver], . . . there was probably at least one, may two blacksmith shops, and that was my pet place to hang around. . . . I think I was about twelve years old before I ever shod my first horse.”

Source: Ernie Ross quoted in Maria M. Rogers, ed., *In Other Words: Oral Histories of the Colorado Frontier* (Golden, CO: Fulcrum Publishing, 1996): 55.

SELLING

DANIELS AND FISHER DEPARTMENT STORE

“We went in the big front door. There were long counters piled high with bolts of goods and boxes of things like handkerchiefs and gloves. There were stools in front of the counters where mamas sat when they bought things. The stools went round when you hit them.”

Source: Edwina H. Fallis, *When Denver and I Were Young* (Denver: Sage Books, 1956): 80.

GENERAL STORE ADVERTISEMENT DENVER, 1859

“Sugar, coffee, molasses, mackerel, herring, rope, blasting powder, nails, crackers, boots and shoes, socks, domestics, locks, hatchets, and screws.”

Source: *Rocky Mountain News*, 1859.

DRY GOODS STORES

“In the stores of that day there were also bolts of cloth, papers of pins and needles, cards of buttons and tape, large glass cases where the thread was arranged, anything one might need.”

Source: Quantrille D. McClung, *Memoirs of My Childhood and Youth in North Denver* (Denver: Colorado Genealogical Society, 1979): 41.

THE GENERAL STORE

“Cookies those days were in bulk in little steel bins with a glass cover. But most people made their own. Pickles came in barrels, and I used to laugh at the grocerman rolling up his sleeve and reaching down in sixteen inches of brine to chase an elusive pickle around and around in that barrel. Usually he’d come up with a pickle sooner or later, but sometimes a little tobacco juice would drip off his chin while he was pursuing the pickle.”

Source: Forrest Coulter, “65 Years of memories,” p. 4. Denver Public Library Manuscript Collection.

A SADDLE SHOP

[In the late 1870s in Pueblo] “George Gallup had a harness and saddle shop. His saddles became famous throughout the West. Many of them were works of art.”

Source: James Owen, “Reminiscences of Early Pueblo,” *Colorado Magazine*, 22 (May 1945): 105.

A DRUG STORE

“Just beyond the convent was a two-story building where Mr. Howard had his ‘Drug Store.’ This was truly a drug store with the great jars of colored liquid in the windows and smelling of real drugs.... His store boasted a telephone, which could be used by anyone needing to make an emergency call.... One of our purchases was “Rubifoam,” a colored liquid dentifrice which was a beautiful red and tasted good. Castile soap was found here also. It was not a ‘fancy’ soap in appearance but came in long, narrow, irregular bars, which had to be cut into smaller pieces at home. But it was considered the best and the only kind suitable for babies.”

Source: Quantrille D. McClung, *Memoirs of My Childhood and Youth in North Denver* (Denver: Colorado Genealogical Society, 1979): 12.

A GENERAL STORE

“Next was Gildersleeve’s General Store (3200 Clear Creek). One could buy almost anything there, a length of cloth, a washboard, a clothesbasket, a carpet beater. These latter were of two kinds, very attractive ones of woven rattan in a beautiful pattern and plain ones having a wooden handle and a wire extension similar in shape to the rattan. My mother thought the wire ones had more effect.”

Source: Quantrille D. McClung, *Memoirs of My Childhood and Youth in North Denver* (Denver: Colorado Genealogical Society, 1979): 12.

A MEAT MARKET

“Across the space noted above was Stoddard’s Meat Market.... There was a great, round “chopping block,” at least 18 inches thick and three or four feet across, which must have been a section of an enormous tree. Much of the meat was in the form of “quarters.” Some hung from hooks in the ceiling and often several would be hung outside to advertise the business.... For 5 cents one could get a really good soup bone that would make the base of a soup that would serve the four of us. For 15 cents one could get enough meat for the main meal.”

Source: Quantrille D. McClung, *Memoirs of My Childhood and Youth in North Denver* (Denver: Colorado Genealogical Society, 1979): 13.

MONEY AND BANKING

GOLD DUST FOR MONEY

“Our medium of exchange in those days was mostly gold dust, carried in a buckskin sack and weighed out on gold scales. The smallest amount that was ever weighed out was 25 cents worth.”

Source: Recollections of S. M. Buzzard, *Colorado Springs Telegraph*, July 31, 1921.

EARLY BANKING

“Our first banker in town [Colorado Springs] was Alva Adams, who had a safe. We took our money to him, and he gave us due bills—no pass books and no bookkeeping.”

Source: William S. Jackson, “Banking in Colorado,” *Colorado Magazine*, 25 (1948): 193.

C. A. COOK & COMPANY

“We attach more value and safety to the [paper currency] issues of C. A. Cook & Co., of this city, than to any other of the small notes in circulation here, and for the simple reason that we all know the firm and have been familiar with its business for two or three years and are perfectly satisfied with its responsibility and integrity.”

Source: Rocky Mountain News, November 27, 1862 quoted in LeRoy R. Hafen, “Currency, Coinage and Banking in Pioneer Colorado,” *Colorado Magazine*, 10 (May 1933): 89.

DENVER MINING EXCHANGE

“The mining industry here has its own stock exchange where everything is speculated on mining shares. With his hard-earned mite [savings] the day laborer buys shares in a certain mine and then impatiently awaits a progress report. Suddenly—a catastrophe, because a telegram arrived indicating that the vein of silver disappeared without a trace and the stock has fallen to half its value.”

Source: Emil Haddank Dunikowski, “Across the Rocky Mountains In Colorado (1893),” in “Polish Impressions of Colorado,” *Essays and Monographs in Colorado History*, 5 (1987): 37.

SERVICES

CHINESE LAUNDRIES

“There were quite a number of Chinese laundries in Pueblo at that time, and I fell to reading their signs and spelling out their queer names. There was a Hop Kee, a Sing Lee, and a Wah Sing.”

Source: Lyman Sproul, *Turning Back the Clock* (St. Louis: Mound City Press, 1953): 87.

THE BEST BARBER IN TOWN

“The best barber in town [Pueblo] was a Negro by the name of John Mumford and he was kept busy most of the time, but especially on Saturdays, when the whole town turned up for a weekly shave and sometimes a haircut. (I mean the males).”

Source: James Owen, “Reminiscences of Early Pueblo,” *Colorado Magazine*, 22 (May 1945): 99.

PUEBLO FIRE DEPARTMENT

“The early equipment of the department consisted of a large hook and ladder truck that had originally belonged to Denver, but had been bought by the pueblo department. The equipment was most unwieldy, being too heavy for the men to haul, and not being equipped for horses.

“Hose Company No. 1 was considered the best of all companies, for it was to this company that the boys from the better families belonged. There was a great deal of rivalry between companies, and many elaborate balls were given by the companies. Those balls were usually held in the Chilcott Hall, and were gala events. The uniform that the firemen wore to these social gatherings was composed of black doe skin pants, white flannel jackets, which were elaborately trimmed with blue.”

Source: G. L. L. Gann, Fireman, CWA Interviews, Doc. 344/26, Colorado Historical Society.

PUEBLO HOSE CO. #1

“The first truck that held the ladder was 60 feet long, and the most cumbersome piece of equipment the department has ever had. In '76 the water works was put in and at that time nozzle men were appointed for the jobs, however before this, leather buckets were used to put out the fires. These buckets were lined along side of the ladder.”

Source: Recollections of Gomer Williams, CWA Interviews, Doc. 344/29, Colorado Historical Society.

FIREMEN'S TOURNAMENTS

“Much of the social life centered around the volunteer fire companies. As I recall, at one time there were four different hose companies. . . . We sometimes had state fireman’s tournaments. Our hook and ladder company was usually tops, largely due to the fact that we had a little chap, Tommy Ziegler, who could climb a ladder faster than anyone else. He was small, muscular and quick. For many years he was a druggist.”

Source: James Owen, “Reminiscences of Early Pueblo,” *Colorado Magazine*, 22 (May 1945): 102.

A FIRE HOUSE

“Another place we liked to visit was the firehouse.... In the early days there were two main pieces of equipment, the first being the engine in which the fire was kept burning in order to run the pump that pumped the water through the hose. The hose was attached o the water hydrants located at the corners of the blocks all over the city.... Then there was the “hook and ladder” wagon, which carried the ladders and hoses.... Children admired greatly the sturdy beautiful horses that drew the engines.”

Source: Quantrille D. McClung, *Memoirs of My Childhood and Youth in North Denver* (Denver: Colorado Genealogical Society, 1979): 13-14.

A PUEBLO POLICEMAN

“Mr. Dillon was with the police force and knew all that went on in the jail. He had several narrow escapes while working at the jail. On more than one occasion he risked his life to capture a prisoner trying to make his get-away. The jail was an adobe building....

“During the time Mr. Dillon was on the force he held many positions, for a long time he was Night Captain, and at the time of his death, held the position of turnkey at the county jail.”

Source: Recollections of Mrs. Anna Dillon, CWA Interviews, Doc. 344/45, Colorado Historical Society.

HEALTH CARE

TREATING TUBERCULOSIS PATIENTS

“Here the sufferer from lung trouble finds isolation, the greatest precautions being taken that he does not re-infect himself nor endanger others. Tent life, weather permitting, is advocated for all, patients entering the house only to eat or be treated, even this being done in open air when possible.”

Source: *Denver Republican*, May 3, 1903.

A DENVER SANITORIUM

“All the patients are required to sleep in tents, and will have to sleep out of doors all winter, no matter how cold the weather. This regulation seemed a little severe when the plan was outlined, so a small stove was placed in each tent. The object of the institution is to get the people of moderate means, who come here for their health, and who are compelled to live in unsanitary quarters downtown, in bad air, and work indoors, out into the open, where they will have a chance of recovery. There are plans at the sanitorium now for a barber, a shoemaker, a tailor, and other tradesmen.”

Source: Description of Denver's Rocky Mountain Industrial Sanitorium in *Denver Republican*, Nov. 17, 1901.

A HEALTH SEEKER'S FRUSTRATIONS

“Outside of sanatoria, which are expensive and have other drawbacks, it is hard to find lodgings....

“Colorado is overrun with invalids. The few well-managed places where they can stay are crowded and have long waiting lists. It is seldom that the patient is fortunate enough to be in the ideal position of having his family or any member of his family with him to make a home in the climate ordered.”

Source: Elizabeth Dobell, "Some Impressions of a Seeker After Health," *The Survey*, 32 (1914): 479.

RESORTS FOR PERSONS WITH WEAK LUNGS

“Denver and Colorado Springs are of course famous resorts for persons with weak lungs, but one need not have weak lungs to feel the tonic effect of the climate. Denver has little rain and much sunshine. Her winter air seems actually to hold in solution Colorado gold. My companion and I found it difficult to get to sleep at night because of the exhilarating effect of the air, but we would awaken in the morning after five or six hours' slumber, feeling absolutely lively.”

Source: Julian Street, "Hitting a High Spot: Denver," *Colliers* (November 7, 1914): 30.

SMALL POX HOSPITAL

This woman describes her grandfather's job as a nurse in a small pox hospital:

"Grandfather had other ways of earning money in Colorado Springs, besides cooking. Grandfather told me at one time he was hired as a Pest House Nurse, and worked there, I believe, during 1901 and 1902.

"The large wooden structure, known as the "Pest House," was a place for the isolation of small pox patients.... He said he cared for over a hundred patients and never lost one. He was not afraid of contagion. He might have had a light case at some time or had a natural immunity."

Source: Dorothy Bass Spann in *Black Pioneers: A History of a Pioneer Family in Colorado Springs*.

TUBERCULOSIS PATIENTS

"No wonder Colorado was a land of promise toward which tens of thousands turned their faces. . . . In this hegira [flight from danger] journeyed hundreds of penniless Jewish sufferers whose emaciated faces and hollow cheeks and hacking cough were sadly eloquent of close confinement in crowded tenements [in the east]."

Source: Rabbi William Friedman (founder of National Jewish Hospital), 1923, Pisko File, NJH Archives, Denver.

LARGE CITIES

DENVER

A PRIMITIVE TOWN

"It was an exceedingly primitive town, consisting of numerous tents and numbers of crude and illy constructed cabins, with nearly as many rum shops and low saloons as cabins.... Horses, cows, and hogs roamed at will over the greater part of the village."

Source: Lavina Honeyman Porter (1910), quoted in Lyle Dorsett, *The Queen City: A History of Denver* (Boulder: Pruett Publishing Co., 1977): 28.

DENVER IN 1860

"Our city...has in a few months increased to a city of six thousand people; with its fine hotels, stores, manufactories, and all the appliances, comforts and many of the luxuries of civilization.... Great trains of huge prairie freighters arrive and depart almost daily, and more than a thousand emigrant wagons arrive each week."

Source: *Rocky Mountain News*, June 6, 1860.

THE YOUNG DENVER

"Denver is the Queen of the Great Plains, the Empress of the Rockies!... It is exceptionally beautiful. Expensive homes, wide streets, many shade trees and gardens, excellent water, marvelous air—one can easily envy the Denverites."

Source: Emil Haddank Dunikowski, "Across the Rocky Mountains in Colorado (1893)," in "Polish Impressions of Colorado," *Essays and Monographs in Colorado History*, 5 (1987): 35.

DENVER'S FIRST ELECTRIC LIGHT

"The newspapers announced as "approaching the miraculous" the discovery by Thomas A. Edison of the incandescent electric light, so we were prepared for the miracle when April 21, 1883, the just organized Colorado-Edison Electric Light Company placed on display in a vacant store room on Curtis Street a 16-candle power incandescent light, Denver's first. . . .

"Electricity had come to supplant gas. Soon the residence sections were no longer dark at night. We had lighthouses on the prairies!"

Source: Joseph Emerson Smith, "Personal Recollections of early Denver," *Colorado Magazine*, 20 (March 1943): 59.

DENVER STREETS IN 1881

“It had been iterated and reiterated that rain rarely fell in Denver in the summer, yet I recall most definitely that there was a shower or a heavy rain in the city some time *every day* for nearly three weeks after August sixth. All good Colorado boosters said it was so healthy in the State that no one ever died, they calmly ‘dried up and blowed away.’ So when, as frequently happened, a six-horse-drawn ore wagon was seen stuck hub deep in the mud at the corner of Larimer and Fifteenth Streets I felt sure that there must have been a mixup of ideas over Colorado’s dryness.”

Source: W.H. Bergtold, “Denver Fifty Years Ago,” *Colorado Magazine*, 8 (March 1931): 67-8.

SEVENTEENTH STREET (1911)

“The Depot Loop lines, the Seventeenth Street, the Seventeenth Avenue, and the Colfax Avenue lines are those most used by tourists to reach the various points of interest in Denver. . . . After leaving the Union Depot at the foot of Seventeenth Street, board the Seventeenth Street car, which runs to Broadway, passing the railroad offices and the principal hotels—the Oxford, the Grand Central, the Elk, the Alamo, the Columbia, the Brunswick, the Warren, the Clayton . . . and the Brown Palace (on Broadway). Fare, 5 cents.”

Source: Eugene Parsons, *A Guidebook to Colorado* (Boston: Little, Brown, 1911): 65, 66.

THE STATE CAPITOL BUILDING

“The Capitol is situated on Capitol Hill, 1 ½ miles from Union Depot. . . . The corner-stone of the Capitol was laid July 4, 1890. . . the building was not completed until 1895. . . . The cost of construction exceeded \$2,500,000. . . . The Capitol site includes 10 acres of land [and] the building stands in the center of a beautiful terrace. . . . It was built of native granite, and finished inside with Colorado onyx. The structure is of the Doric order of classic architecture, with Corinthian ornamentations. In its general appearance it is characterized by simplicity and severe grandeur. The interior decorations are tasteful and artistic.”

Source: Eugene Parsons, *A Guidebook to Colorado* (Boston: Little, Brown, 1911): 75, 77.

COLORADO SPRINGS

WILLIAM JACKSON PALMER

“After his first visit to this barren and arid plain, General Palmer wrote, “I am sure there will be a famous resort here soon after the railroad reaches Denver.” He bought the worthless tract of land and upon it he laid out a town with broad avenues and ample streets.”

Source: Irving Howbert, *Colorado Springs Telegraph*, July 31, 1921.

PALMER’S PLAN FOR A TOWN

"My theory for this place is that it should be made the most attractive place for homes in the West, a place for schools, colleges, science, first class newspapers, and everything that the above imply."

Source: William Jackson Palmer to William A. Bell quoted in Amanda M. Ellis, *The Colorado Springs Story* [No place, no date]: 9.

PALMER’S PLAN FOR AN ESTATE

"I have been dreaming ever since...how the Castle should be on one of the bold, pine-topped hills near the mountain foot, and the farm-houses in the smooth, rounded valleys; how there should be fountains and lakes, and lovely drives and horse-back trails through groves-all planned and planted by ourselves."

Source: Frederick Jackson Palmer to Queen Mellon [his fiancé], quoted in Amanda M. Ellis, *The Colorado Springs Story* [No place, no date]: 6.

COLORADO SPRINGS IN 1871

“You may imagine Colorado Springs, as I did, to be a [protected] valley with bubbling fountains, and green grass, and shady trees: but not a bit of it. Picture to yourself a level elevated plateau of greenish-brown without a single tree or plant larger than a Spanish bayonet (*Yucca*) two feet high, sloping down about a quarter of a mile to the railroad track . . . and you have a pretty good idea of the town-site as it appears in November 1871.”

“The streets and blocks are only market out by a furrow turned with the plough and indicated faintly by a wooden house, finished or in process of building, here and there, scattered over half a mile of prairie. About twelve shanties are inhabited, most of them being unfurnished, or run up for temporary occupation; and there are several tents dotted about also.”

Source: Rose Kingsley, quoted in Burt Allan Storey, *William Jackson Palmer: Promoter*, *Colorado Magazine*, 43 (Winter 1966): 49.

COLORADO SPRINGS

"We reached Colorado Springs (the station) at noon, and found it situated on a perfectly flat, barren desert, but the fresh, new houses, wide streets and clear flowing streams in its gutters, causing the young trees to grow rapidly, the brilliant wild flowers blossoming profusely on the sidewalk and street, and the businesslike manner of the people, all combined to make one forget that it has grown up from a barren plain."

Source: Quoted in Susan Armitage, ed., "The Letters of Hester McClung," *Essays and Monographs in Colorado History*, No. 5 (1987): 95.

THE ANTLERS HOTEL

"The Antlers is the foremost hotel of Colorado Springs and of the Rocky Mountain region. It is a thoroughly modern and strikingly handsome structure, complete and elegant in all its appointments, with a cuisine of noted excellence. Thousands of tourists from all parts of the world have pronounced it one of the most delightful hotels. Its rates range from \$3 to \$5 per day."

Source: *Harper's Magazine Advertiser*, 1892.

MINERAL WATER

“At Manitou we would stop to drink some of the mineral water for which I did not care in its virgin state. Provident folk took with them large glass bottles or jugs and filled them with water from the soda springs. They had to be handled with care lest trouble ensue. If too full and subjected to a lot of motion, the jug was apt to blow its cork and the precious fluid be lost. But my mother was careful and on our return we would have "soda lemonade," a great treat.”

Source: Quantrille D. McClung, *Memoirs of My Childhood and Youth in North Denver* (Denver: Colorado Genealogical Society, 1979): 66.

PUEBLO

PUEBLO

“In the afternoon we arrived in Pueblo, a very pleasant and interesting town.... One already sees here numerous smelters and factories, among which the most important is the one producing Bessemer steel; several train lines create locally an important communications nexus.”

Source: Emil Haddank Dunikowski, “Across the Rocky Mountains in Colorado (1893),” in “Polish Impressions of Colorado,” *Essays and Monographs in Colorado History*, 5 (1987): 32.

FIRST BUSINESSES IN PUEBLO

“The first butcher was John Wheelock. . . . He had a little slaughter house at the edge of town. . . . John Jenner ran a grocery store. Sol Arkus had a small grocery and fruit stand, mostly lemons and oranges, occasionally apples and grapes. Bartels had a general merchandise store. . . . Wilson had a dry goods store; later Paul Wilson had quite an extensive store on Main Street. Business up to this time had been confined almost entirely to Santa Fe Avenue.”

Source: James Owen, “Reminiscences of Early Pueblo,” *Colorado Magazine*, 22 (May 1945): 99-101.

“PITTSBURGH OF THE WEST”

“The Missouri Pacific Railway Company was brought into Pueblo in about [1887 or 1888]. I will never forget Jay Gould [owner of the railroad] . . . putting his finger on the map at the location of Pueblo and saying that Pueblo would be the ‘Pittsburgh of the West.’ . . . In the middle ‘80s the boom started and lawyers and doctors flocked in. Additions to the town were laid out in every direction. . . . The boom commenced to peter out in the early ‘90s and when the panic of ‘93 struck, everything went flat. . . .”

Source: James Owen, “Reminiscences of Early Pueblo,” *Colorado Magazine*, 22 (May 1945): 103, 107.

PUEBLO WILL RIVAL DENVER

“Returning to Colorado Springs, we take the south bound train making our first stop at San Pueblo, a city of about 5,000 inhabitants. It does a lively business connected with the mining and stock-raising interests. There are several hotels, three banks, railroad machine shops, foundries, smelting works and a lively daily paper, the *Democrat*. Pueblo will in time be a formidable rival of Denver.”

Source: “T,” “A Michigan Correspondent in Colorado, 1878,” Sidney Glazer, ed., *Colorado Magazine*, 37 (July 1960): 210.

PUEBLO VIEWED FROM A TRAIN

“The well ordered suburbs of Minnequa with their hundreds of model houses for workmen pass in review on the left, while on the right long lines of freight cars, the scores of tall, slender stacks, giant blast furnaces on the immense steel and brick buildings of the Minnequa Works and of the Eller Smelter separate themselves from the smoke and from one another, and slip by. A glimpse on the left of the lawns, trees and neat executive buildings of the Minnequa Works, and then, on the right, one gets for a moment before the train pulls into the station, a view of the entire central and northern part of the city, with all the larger and finer buildings appearing in their most favorable aspect.”

Source: “Why Pueblo Appears Unattractive to Tourists,” *Camp and Plant*, Vol. 4, No.10 (Sept. 19, 1903): 226-227.

THE SMELTER HOTEL IN PUEBLO

“There were few houses near the smelter of any size, the cottages rented by the hotel, another rooming house, and a saloon was about all that one could find other than the smelter itself. The smelter was running all of the time, the men knew nothing of short hour regulations and worked whenever they could get a chance.

“In the hotel there were three other girls, and about six cooks hired to care for the men who boarded at the place. I thought I was making a grand salary - I made \$20 a month, and had my room and board furnished. My work consisted, for the most part, in waiting on tables, and going for beer for the thirsty boarders.”

Source: Recollections of Mrs. Anna Dillon, CWA Interviews, Doc. 344/45, Colorado Historical Society.

LEADVILLE

LEADVILLE CAMP

“As a glorious camp, rapidly increasing and developing, Leadville is the greatest sensation on record. Its mineral resources are immense, easily developed; communication with the world is laborious and expensive; the climate abominable;...the spirit of the population good and happy. Everybody who wants work gets it, and good pay.”

Source: Engineering and Mining Journal (October 5, 1878); Duane A. Smith, *Colorado Mining: A Photographic History* (Albuquerque, 1977): 27.

EARLY LEADVILLE

“The scene unfolded was unlike anything I ever before had seen or conjured in my imagination. The main thorofare was pretty closely and compactly lined with homes on either side, for a distance of two miles, following the contour of the gulch, all of log or rough hewn slab construction, only a few of them two stories in height. Every other door seemed to open upon a saloon, dance hall or gambling den. There were no streetlights, but the thousands of coal oil lamps indoors cast fitful flashes of light across the way.”

Source: Recollections of Cad Davis, *Denver Times*, October 10, 1916. Dawson Scrapbooks, Colorado Historical Society.

LEADVILLE IN 1879

“I have never forgotten my first sight of Leadville. . . . We started up Chestnut Street. We could look up its length, possibly two miles. It was a crawling mass of horses, mules, wagons, and men. It looked impossible to get through, but we made it in about two hours. Leadville then was a town of 25,000 or more people with around a hundred producing mines. . . . Leadville at the time was the noisiest place you could imagine. The ore haulers and freighters in the daytime were bad enough, but the dance halls, variety theaters, and saloons at night were worse. There were, as I remember, six large dance halls, about the same number of variety theaters, and innumerable saloons and gambling halls in operation.”

Source: Charles M. Leonard, “Forty Years in Colorado Mining Camps,” *Colorado Magazine*, 37 (July 1960): 162, 164.

LEADVILLE, 1900-1906

"The Leadville of 1900 to 1906 was a city of some twelve thousand [people], and still dominated, to a very great extent, by the ideals and forces of the earlier mining day of from 1879 to 1900. A considerable number of High School boy students found their relaxation around the pool tables in the Pastime Saloon. . . . During his last two years in High School, the writer and two of his sisters had to walk the length of Harrison Avenue, and in doing so passed at least six saloons in five blocks on the west side of the street. As a newsboy, he carried the Leadville Herald Democrat which came off the presses by four or four-thirty in the morning. Frequently the route was completed by 6 a.m. During that time, he left papers at a number of saloons, all of which were open."

Source: Ivan C. Crawford, "School Days in Leadville," *Colorado Magazine*, 36 (July 1959): 227.

THE TABOR OPERA HOUSE

"Leadville at the time was the noisiest place you could imagine. The ore haulers and freighters in the daytime were bad enough, but the dance halls, variety theaters, and saloons at night were worse. There were, as I remember, six large dance halls, about the same number of variety theaters, and innumerable saloons and gambling halls in operation."

Source: Charles M. Leonard, "Forty Years in Colorado Mining Camps," *Colorado Magazine*, 37 (July 1960): 164.

GRAND JUNCTION

GRAND JUNCTION

“We spent a cheerful and bright autumn night in Grand Junction, Colorado, not far from the Utah border. We chanced upon a great celebration, an exhibition of fruit of the entire county.... For the price of a dollar one can enter the huge hall around whose walls lay piles of peaches, melons, grapes, etc.; live music played in the center and one could dance with the pretty farm girls to his heart’s content.”

Source: Emil Haddank Dunikowski, “Across the Rocky Mountains in Colorado (1893),” in “Polish Impressions of Colorado,” *Essays and Monographs in Colorado History*, 5 (1987): 29.

GRAND JUNCTION IN 1882

“We were 150 miles distant from the nearest railroad and post office, which was Gunnison City, and Gunnison, you remember, was a pioneer town 100 miles distant from other settlements.....

“There were at this time about 50 or 60 people located in what is now Mesa County, most of these were in Grand Junction. There were no houses in town except log cabins, the windows and doors were made out of gunny sacks, the roofs out of dirt, lumber was worth \$150 a thousand. Beef, the finest porter house steaks, were worth 5 cents a pound. This cheap price of meat was owing to the fact that this was an Indian reservation, and the cattle rustlers were stealing the cattle for beef.

“The town company were giving away the best business lots on Main Street to anyone who would build a log cabin on them. The pioneers were all poor men. The saloon business was the principal business of the town. Colorado Avenue, which was at that time the principal street, was not known by its proper name, but was known to everybody as Hoodoo Street.”

Source: Recollection of James Bucklin, CWA Interviews, Doc. 344/24, Colorado Historical Society.

EARLY SETTLERS IN GRAND JUNCTION

“The first thing all the early settlers [in Grand Junction in 1882] proceeded to do was to build little log huts on their claims to live in during the coming winter, and to establish their claim to the land. Douglas Blain’s cabin was 10 feet square, build of cottonwood logs, having a door made of split poles, a hole for a window, and a roof of earth. Other cabins were constructed similarly.”

Source: Nancy Blain Underhill, “Trekking to the Grand River Valley in 1882,” *Colorado Magazine*, 8 (September 1931): 179.

GRAND JUNCTION IN 1882

“There were several log cabins on the town site, which had been laid out with streets and alleys marked with stakes by the surveyors. One or two rough board one-story buildings, and the walls of two hotel buildings being build with sun-dried adobe bricks. A saw mill had just been brought in by Innis and Hobbs, and was set up on the south side of the river, on Pinon Mesa. . . . One morning I went down to breakfast at the Grand Junction Hotel, located in a log cabin at 1st Street and Colorado Avenue. There was no floor, just nature’s soil. The table was made by driving four posts in the ground and nailing across pieces on which planks were laid, and an oilcloth top as covering. The benches and seats were planks resting on boxes. In one corner of the room I noticed a narrow space had been curtained off with burlap, or gunny sacks split open and hung as a screen, behind which was a sleeping bunk built on the side of the wall.”

Source: Edwin Price, “Recollections of Grand Junction’s First Newspaper Editor,” *Colorado Magazine*, 30 (July 1953): 229.

COMMUNITY LIFE

CHURCHES

AN EARLY DENVER CHURCH

“When the [Lawrence Street Methodist] church was completed it was as much of a landmark in the city as the capital is today. It could be seen plainly from any point of the city, and people came from over the state to see it.”

Source: Description by an early pioneer, *Denver Post*, Oct. 20, 1912.

FIRST CHURCH SERVICE IN DENVER

“It was a morning service. The congregation was small, although Mr. Fisher and my father went around and invited everybody to attend. There were no church bells to ring, no finely shape ladies, no choir, no pews to sit in. But seated on buffalo robes spread on the ground, with both the Jones and Smith squaws present, Fisher, father, myself, and perhaps six or eight others, held the very first religious service in the country. In the opposite end of the cabin I could hear money jingle where some gambling with cards was going on.”

Source: *Reminiscences of Gen. Wm. H.H. Larimer and His Son*, (Lancaster, Pa.: New Era Printing 1918): 2. [Nov. 21, 1858]

A CHURCH SERVICE IN DENVER, 1867

“I remember sitting in church one Sunday and above the voice of the preacher I could hear the voice of three different men announcing the results of the games in as many different gambling houses.”

Source: Recollections of John Henry Martin, *Denver Post*, November 15, 1905. Dawson Scrapbooks, Vol. 4, 107, Colorado Historical Society.

A LEADVILLE PREACHER

“Made it a rule never to start out to either marry or bury people after dark without a gun in one pocket and a prayer book in the other.”

Source: Recollections of Rev. Thomas Uzzell, *Life in Denver*, WPA (1941): 16.

I SANG IN THE CHOIR

“On Sundays, oh we had to go to church, of course. We went to the Episcopal Church then. I don’t remember too much about it except that as I grew older, a teenager, I suppose, I always sang in the choir.”

Source: Anabel Barr quoted in Maria M. Rogers, ed., *In Other Words: Oral Histories of the Colorado Frontier*, (Golden: Fulcrum Press, 1995): 117.

AFRICAN METHODIST EPISCOPAL CHURCH

“It [Colorado Springs] was also called a city of churches and schools. At first, the little town had no church building for Blacks to worship in, but later, a group called the African Methodist Episcopal Congregation was given ground on Pueblo Avenue and South Weber streets. The building, which followed, eventually became Payne Chapel A.M.E.. Church. four black brothers of the Carter family were credited as founders of the church. The donor of the land for the church site was known as the Colorado Springs Company of which General Palmer and William Abraham Bell were among the influential officers.”

Source: Dorothy Bass Spann in *Black Pioneers: A History of a Pioneer Family in Colorado Springs*.

DENVER’S METHODIST CHURCH

“The Methodist Church was always striving to bring advantages to their members in the way of musical events, lectures, and study groups of which my father was ever a member. Once I was taken to hear a young man talk about Russia.... Another time a young man in a turban told us about India. He also included some of his experiences in this country.”

Source: Quantrille D. McClung, *Memoirs of My Childhood and Youth in North Denver* (Denver: Colorado Genealogical Society, 1979): 28.

CHURCH SERVICES

“Now and then my father would take me to a “Love Feast,” a Sunday morning prayer meeting where those present partook of bread and water in a manner similar to the communion service. Every Wednesday evening there was the regular Prayer Meeting and on New Year’s Eve there was a Watch Night service where the Old Year was ushered out and the New welcomed in with prayer. All this would appear to be too large a dose of religion but, after all, there was little else for a God-fearing family to do in those days.”

Source: Quantrille D. McClung, *Memoirs of My Childhood and Youth in North Denver* (Denver: Colorado Genealogical Society, 1979): 31.

THE BEST CATHOLIC CHURCH IN DENVER

“Our first Sunday was spent in Denver. We were fortunate enough to be directed to the Jesuit Church, which we found to be poor, small, and dingy, unworthy alike of the great Order and the growing city. We were assured, however, that it was the best Catholic church in Denver, which is the more surprising as [other Catholic orders] had kept pace with the progress of the city, fine Episcopalian, Presbyterian, Methodist, and Unitarian churches have been erected.”

Source: Dr. Edward J. Nolan quoted in J. Manuel Espinosa, “The Neapolitan Jesuits on the Colorado Frontier, 1868-1919,” *Colorado Magazine*, 15 (March 1938): 70.

THE VARIOUS RELIGIONS STARTED CHURCHES

“The various religions early started churches. Although they had few members they were very diligent. The Methodists had a small adobe church on the corner of 7th and Main. Later in the ‘80s they built a large brick church on the corner of 9th and Main. The Episcopalians early had a small church which they kept for many years on the corner of 7th and Santa Fe. The Catholics early had a substantial brick church. They also had Loretto Academy for girls and a hospital.”

Source: James Owen, “Reminiscences of Early Pueblo,” *Colorado Magazine*, 22 (May 1945): 105.

HOLIDAYS AND FESTIVALS

DEAR SANTA

“Dear Santa Claus:

I would like to have you send me a nice doll, a pewter set of dishes, kitchen stoves and utensils. Zade is just four years old and would like a fire hose cart and an Noah’s Ark. Josifa would like a nice doll and a doll carriage and a bonnet or hood for herself.... I will be ten years old in March 1895 and go to the Seventh street school.

With Love,
Louise M. Taylor”

Source: *Louisville Herald-Democrat*, Dec. 23, 1894.

CHRISTMAS IN DENVER, 1859

“We didn’t have a Christmas tree but we hung stockings for the children, and a sack of candy in each, bought from the one big store in camp. Was the rarest Christmas gift imaginable.”

Source: Recollections of Mrs. William Newton Byers, *Rocky Mountain News*, December 20, 1914. Dawson Scrapbooks, Colorado Historical Society.

AN EARLY CHRISTMAS IN DENVER

“Denver looks wintry enough, under six inches to a foot of snow: but it is full of life and bustle. The toy shops are gay with preparations of Christmas trees; the candy stores filled with the most attractive sweet-meats; the furriers display beaver coats, and mink, ermine, and sable, to tempt the cold passer-by; and in the butchers' shops hang, besides the ordinary beef and mutton, buffalo, black-tailed deer, antelope, Rocky Mountain sheep, quails, partridge, and prairie chicken.”

Source: John H. Monnet, *A Rocky Mountain Christmas* (Boulder: Pruett Publishing, 1998): 97.

CHRISTMAS FRUIT CAKES

“Christmas was a most exciting time. In the autumn my mother made her fruit cakes in preparation for the winter festivals. I had to sit beside the kitchen table stoning raisins and shelling nuts which had first been cracked with the aid o a hammer and a flat iron. . . . Cutting up the citron and various other candied peels fell to me also. I used to grate the nutmeg too and as a treat was permitted to chew on a small stick of cinnamon.”

Source: Quantrille D. McClung, *Memoirs of My Childhood and Youth in North Denver* (Denver: Colorado Genealogical Society, 1979).

CHRISTMAS TREE DECORATIONS

“Everyone who was anyone had a Christmas tree, and we made most of our own decorations. Strings of popcorn and cranberries, paper chains, popcorn balls, strings of tinsel, a few ‘boughten’ balls of brightest color, and so one. We had saved during the year every scrap of tinfoil which we used to cover various shapes cut from cardboard, making a small hole at the top through which we drew scraps of ribbon for hangers.”

Source: Quantrille D. McClung, *Memoirs of My Childhood and Youth in North Denver* (Denver: Colorado Genealogical Society, 1979).

EASTER EGGS

“At Easter time we prepared our own decorated eggs, and what a messy job it was. Some were boiled in colored solutions. Didn't we use beet juice for the pink ones? for the fancy ones we bought envelopes of little fancy papers. These were wrapped around hard-boiled eggs, then a "rag" wet in vinegar was wrapped about the whole and left for the required length of time. The result as a gaily decorated object. For weeks beforehand we carefully "blew" the contents of the egg shells saving the empty shell. Naturally the egg meat was used in cooking. Then these empty shells were decorated or turned into egg dolls, no end of ingenuity being expended in their fabrication.”

Source: Quantrille D. McClung, *Memoirs of My Childhood and Youth in North Denver* (Denver: Colorado Genealogical Society, 1979): 60.

GREELEY'S FIRST THANKSGIVING

“On that first Thanksgiving Day there was not a turkey to be purchased in Greeley, but the week previous the pioneers had gone on a buffalo hunt four miles east of town and plenty of this meat was in storage and was used for the dinner.”

Source: *Denver News*, 1907. Dawson Scrapbooks, Vol. 4, p. 38. Colorado Historical Society.

NEW YEAR'S EVE IN EARLY DENVER

“On New Year's Eve we thought we would have a watch meeting and celebrate in the old way. We loaded up our guns and pistols with a heavy charge, so as to make all the noise we could, and as the old year passed and the new year came we let loose.”

Source: Recollections of W. H. H. Larimer, Dawson Scrapbooks, Vol. 4, p. 71, Colorado Historical Society.

AN EARLY CELEBRATION

“The men all wore overalls and buckskin and we had ham and eggs, champagne, and whisky for supper.”

Source: Recollections of A. G. Burke, *Boulder Camera*, 1907. Dawson Scrapbooks, Vol. 4, p. 39. Colorado Historical Society.

THE FESTIVAL OF MOUNTAIN AND PLAIN

“Every year they built a huge grandstand and there would be nearly a week of festivities with parades, floats, bucking bronco contests, and all manner of entertainment, usually ending with a grand street carnival and ball. The big event to me was always the rock drilling contest, where drill teams showed their prowess with drill and double-jack [hammer] on a block of granite especially moved in for the occasion.”

Source: Durbin Van Law, “Interesting Bits of History,” *Colorado Magazine*, 21 (1944): 75.

THE FESTIVAL OF MOUNTAIN AND PLAIN

“For years the annual Festival of Mountain and Plain was eagerly looked forward to. It must have taken place in the autumn for some of the downtown streets were closed to traffic and booths set up where all sorts of the products of the state were displayed, always the choicest varieties of the yield of farm and garden and anything of unusual size or quality was given special attention.

There were several parades, but the finest of all was the parade of “The Slaves of the Silver Serpent.” There were many glittering floats lighted by torches carried by men in fire-proof costumes and walking alongside the floats. This was the last word in mystery and glamour to a child.”

Source: Quantrille D. McClung, *Memoirs of My Childhood and Youth in North Denver* (Denver: Colorado Genealogical Society, 1979): 61.

FESTIVAL OF MOUNTAIN AND PLAIN

“One of the most pleasing features of the long line will be the parade of decorated carriages, buggies and traps of various kinds.... The decorations will not be limited to flowers, natural and artificial, but grains and grass, ribbons and bunting and other decorative materials will be used.”

Source: *Official Programme of the Festival of Mountain and Plain, Denver, Colorado, Oct. 16, 17, 18, 1895* (Denver, 1895), p. 14.

A SUNFLOWER PARADE

“A very interesting and usual spectacle will be seen on the streets [of Colorado Springs] next Saturday afternoon in the form of a sunflower parade. It is often seen in the East, but this will be the first time in Colorado. . . . Colorado Springs adopted its new holiday with an enthusiasm that extended to all classes. Delicate and cultured ladies risked their complexions in the rays of the afternoon sun. . . .”

Source: Colorado Springs *Gazette*, September 6, 1883, and September 10, 1893, quoted in Therese S. Westermeier, “Colorado Festivals (Part III),” *Colorado Magazine*, 30 (July 1953): 200.

THE FLOWER CARNIVAL

“The flower carnival of 1894 is a thing of the past and was pronounced by the judges to be the largest, fairest and most beautiful fete ever held in the West. . . . The procession was fully a mile long. There were pretentious four-in-hands fancifully and vividly decorated with all sorts of flowers and with fair women gracing the seats and from these a long line of vehicles graduated to the little goat-cart. . . . the pageant was witnessed by fully 10,000 people, and the various exhibits were all heartily applauded. . . .”

Source: *Denver Republican*, August 17, 1894 quoted in quoted in Therese S. Westermeier, “Colorado Festivals (Part III),” *Colorado Magazine*, 30 (July 1953): 200-201.

ENTERTAINMENT

PUEBLO STEEL WORKS BAND

“The band was organized in 1888. It is interesting to note that these bands were the outcome of politicians who saw the necessity to boom parties for presidential campaigns.

The uniforms for these bands were usually purchased with funds raised by the subscription method. When there was a deficit they usually gave a dance to raise the amount. The men of the band were mostly CC&I (old CF&I) and depended largely on the support of the mill. If the mill was running steadily the band flourished. If the mill shut down for any length of time the band was busted and finally disbanded.”

Source: Recollections of Christina Schultz, CWA Interviews, Doc. 344/28, Colorado Historical Society.

AN EARLY DENVER THEATER

“Thower Theatre opened on Monday evening last with the “Cross of Gold” followed by a popular song by Min Wakely, a favorite dance by M’lle Haydee, concluding with a farce ‘The Two Gregories’.....There was an overflowing house and frequent applause.”

Source: *Rocky Mountain News*, Oct. 6, 1959.

SEGREGATION IN DENVER

“A very interesting suit will probably be brought within a day or two at the Superior Court, in which the plaintiff, a colored man named Hawkins, will sue the management of the Tabor Grand opera house for \$10,000 damages. The ground upon which the suit will be brought is the allegation that Mr. Hawkins and two lady friends were refused admission to the parquette of the theater on account of color, after their tickets had been purchased.

Mr. McCourt, the manager of the Opera House, it is claimed, made a rule sometime ago prohibiting any colored person sitting in any portion of the auditorium,, only excepting the balcony or gallery, and he claims that the tickets in this case must have been purchased by a white person.”

Source: *Denver Tribune-Republican*, Feb. 6, 1885.

PERFORMING AT DENVER'S APOLLO THEATER

“We didn’t have to wait for the dramatic critics to tell us what people thought of the show. The critics sat in the gallery, and when they didn’t like us they called down to us and said so. If the show was dull someone in the gallery would put life in it...The price of seats was high, but gold dust and vegetables were acceptable as money. A dozen eggs would buy a seat in the gallery, provided the eggs were left at the gate.”

Source: *Denver Republican*, Oct. 21, 1902.

TABOR GRAND OPERA HOUSE

“It was a great day for me when I went in the front door of the Tabor Grand and walked up hill through the wide hall to the door where the man stood to take the tickets....We went through the door into the opera house. There were rows and rows of seats. A boy with brass buttons on his coat came up and took Aunt Carrie’s tickets....The boy ran down the aisle and stopped at a row of seats. He looked at the numbers on the tickets to see if they matched the numbers on the seats. They did. He flip-flipped the seats down, handed the tickets back to Aunt Carrie, gave us each a program and scurried back up the aisle.”

Source: Edwina Fallis, *When Denver and I Were Young* (Denver: Sage Books, 1956): 48.

FIRST MOVIE IN DENVER

“The second picture represented the breaking of waves on the seashore; the effect was simply marvelous, wave after wave came tumbling on the sand and as they struck and broke into tiny floods just like the real thing, some of the people in the front row seemed to think they were going to get wet and looked about to see where they could run to in case the waves came too close.”

Source: *Denver Republican*, August 16, 1896.

A MOVIE AT ELITCH’S GARDENS

“The Gardens were crowded all day yesterday, and the thousands of people enjoyed themselves. One of the greatest novelties of the present century is the Edison Vitascope, which reproduced everything as it is in real life, with every facial expression that may be worn by one sitting before it.”

Source: *Daily News*, August 17, 1896,

THE ELITCH'S GARDEN THEATER

“From 1888 until the spring of 1890 we were very busy laying out the grounds for the amusement park. We were also building the theater and animal houses....

At 1:30 o'clock the doors of the theater were opened for the first performance in Elitch's gardens. Admission was free, and those who could not get seats stood around under the trees and watched the show, for the sides of the playhouse were not enclosed in those days....

We had a vaudeville show. Here is the program of that first performance:

Refined comedy Sketch, Duo and Banjoists
Miss Minnie Zola in Clever Feats of Contortion
Baily and Reynolds
The Great Knockabout Comedians, Singers and Dancers
Charles W. Goodyear, Comedian
Vanb Auken and La Van, Champion Triple Horizontal Bar Performers of the
World
Bijou Mignon, America's Youngest Singer and Soubrette
The Quaint, Comical Musical Genius, Charles F. Schilling
The Gifted and Refined Balladist, Miss Rosa Lee
The San Francisco Twins, Ed Neal and John Sully”

Source: “Early Denver Days Described in Mrs. Elitch Long's Memoirs,” *Denver Post*, May 31, 1914.

RECREATION

MOUNTAIN PICNICS

“The last part of July we could go into the mountains for picnics because then the danger of cloud bursts and floods was over....We rode in excursion cars that didn't have any glass in the windows and the cinders from the engine showered down on us...When we came to Crystal Lake the train stopped and we all got out and carried our lunch boxes and baskets with us.”

Source: Edwina H. Fallis, *When Denver and I Were Young* (Denver: Sage Books, 1956): 145.

DANCES AT MANITOU SPRINGS

“Colorado Springs youths who courted girls of this city in the winter months wandered to Manitou [Springs] during the summer. It was there the eastern girls came to spend their vacation. It was a comparatively easy task to become acquainted, and just previous to the start of the dance the management made it a point to introduce the young women.”

Source: Edgar Howbert, *Colorado Springs Gazette*, July 31, 1921.

HIGH WHEEL BICYCLES

“High wheel bicycle . . . it was one of the first. Eighteen hundred and some that [it was produced to ride. . . . [There] was a little trick to it. Maybe a little more than riding a bicycle today. The way you got on and off . . . was from the back, and you stepped up on a step, and you got on. You had to be in motion to ride it. . . . It wasn't bad ridin' on the pavement and all, but I always thought, boy, ridin' on cobblestone on the streets . . . and the bricks—it was a little trick. I read where they used to have races on these high-wheelers, and I imagine it was quite a thrill to those who could race 'em at that time.”

Source: Lyndon Switzer, quoted in Maria M. Rogers, ed., *In Other Words: Oral Histories of the Colorado Frontier* (Golden, CO: Fulcrum Publishing, 1996): 71.

BICYCLES WERE POPULAR

“Bicycle clubs sprang up all over the state, their membership running into the thousands. There were in Denver professional bicycle exhibitions and races . . . and there were professional and amateur races galore. . . . Everybody rode a ‘wheel’—men, women and children, old and young, clergymen, lawyers, doctors, business men. When the first automobile, a ‘one-lunger’ [one cylinder engine], made its appearance in Denver, about 1901, the number of bicycles in the city was nearly or quite as great, in proportion to population, as the number of automobiles of the present day [i.e., 1933].”

Source: Andrew Gillette, “The Bicycle Era in Colorado,” *Colorado Magazine*, 10 (November 1933): 13-14.

WE SKATED ON THE OLD MILL POND

“He kept the old mill pond flooded for all of us in the winter time so we’d have a place to skate. . . . First we [had skates that clamped on your shoes], you know, with a key and then, oh boy, finally got a pair of shoe skates for Christman, and things were lookin’ up.”

Source: Ruby Jackson quoted in Maria M. Rogers, ed., *In Other Words: Oral Histories of the Colorado Frontier*, (Golden: Fulcrum Press, 1995): 108.

ELITCH’S GARDEN

“Elitch’s Garden, the city’s great summer amusement place, is famous all through the country. It was originally a farm, and still has a fine orchard besides its orderly Coney Island [a New York City amusement park] features. Children go there in the afternoons with their nurses, and all of Denver goes there in the evenings, when the great attraction is the theatre with its splendid stock company [of actors], which is of a very high order.”

Source: Julian Street, “Hitting a High Spot: Denver,” *Colliers* (November 7, 1914): 30.

SPORTS

HIGH SCHOOL FOOTBALL

“Football was, by all odds, the most important athletic activity in the High School at this period, the early years of this century. Late Springs militated against baseball and track. There were basketball teams both for the girls and for the boys, although I have no recollection of competition with the other High Schools except in football and the annual track meet of the University of Colorado in Boulder. Our opponents in football were Aspen and Salida. We played two games each season with each team, giving us a total of four contests and this was plenty inasmuch as the football season in the high altitudes was short.”

Source: Ivan C. Crawford, “School Days in Leadville,” *Colorado Magazine*, 36 (July 1959): 226.

GIRL’S BASKETBALL

“Well, we didn’t do too much. The high school over here was just three little rooms. We didn’t have dances like they have now, [but] we did play basketball, the girls did, and I was on the basketball team; I was a guard.”

Source: Margaret Tagert Jones quoted in Julie Jones-Eddy, ed., *Homesteading Women: An Oral History of Colorado, 1890-1950* (New York: Twayne, 1992): 113.

TRANSPORTATION

STREETCARS

HORSE CARS

“The horse looked small for such a big top-heavy car. The wheels were small, too, and away under the car. The cars were heavy. I know for I watched the boys after school lay two pins crisscross on the track and wait for the car to go over them. The car wheel washed them flat on the iron track and made a little pair of scissors that wouldn’t work.”

Source: Edwina H. Fallis, *When Denver and I Were Young* (Denver: Sage Books, 1956): 83.

HORSE CARS

“There was not too much municipal transportation in those days and not always convenient. I recall persons speaking of a “horse car” which ran between the Brown Palace Hotel and Platte Street, which was at the north end of the 16th street viaduct.”

Source: Quantrille D. McClung, *Memoirs of My Childhood and Youth in North Denver* (Denver: Colorado Genealogical Society, 1979): 11.

A GRAVITY CAR

“As a child I went with my mother to call on a lady who lived on East 34th Avenue where one of the early gravity cars, drawn by a horse, went up and down. It started at East 34th and Williams [and ran to] near where Clayton College is today. Then the horse was unhitched and placed in his stall on the rear of the car to ride down the hill.”

Source: Quantrille D. McClung, *Memoirs of My Childhood and Youth in North Denver* (Denver: Colorado Genealogical Society, 1979): 11.

MORE ABOUT THE GRAVITY CAR

“What is a gravity car and where does it go?’ Asked Uncle Nelson.

‘That’s the car the horse pulls up the hill and when he gets to the top of the hill he climbs up on the platform and rides down. It goes on 34th Avenue to Colorado Boulevard...’

We watched the gravity car come down the hill toward us. From where we stood we could see the horse’s nose sticking out beyond the side of the car so we knew he was riding down on the back platform.”

Source: Edwina Fallis, *When Denver and I Were Young* (Denver: Sage Books, 1956): 181.

STREETCAR SERVICE IN DENVER, 1881

“Street car service in Denver in my first year’s residence was of an extremely primitive kind; the cars were horse drawn, seldom using more than one animal to a car, and each car was manned by a driver only, who acted also as the conductor. The car was entered through a door opening out from its rear end, the seats running lengthwise of the car. The floor space between these seats (aisle) had its surface covered in the winter with hay or straw for warmth, and to absorb moisture tracked in by the passengers. . . . About this time there existed in Denver an electric street railroad, running up Fifteenth Street. It was the boast of Denverites that this railway was the second electric street car service in the world, the first then existing in Berlin, Germany.”

Source: W.H. Bergtold, “Denver Fifty Years Ago,” *Colorado Magazine*, 8 (March 1931): 69-70.

ELECTRIC STREETCARS

“The last day of July, 1886, Professor Short’s electric street car—one of the very first in the world—ran on 3,000 feet of track beginning near the Evans block, up Fifteenth Street, to the wonderment of crowded sidewalks. The wire charged with the electric current was underground and the trolley extended down to it through an iron slot between the rails. Everything went nicely until the first rainy day. The electricity went haywire. . . . But fortunately, then as now, Denver had few, very few, rainy days, so the first electric line continued operating and by the beginning of 1887 three-and-a-half miles of track had been constructed and five cars were in use.”

Source: Joseph Emerson Smith, “Personal Recollections of Early Denver,” *Colorado Magazine*, 20 (March 1943): 66.

PAYING THE FARE

“We went up to the corner of Broadway and Capitol Avenue to take the horse car. When we got on Mama put a quarter in the little round cup in the partition between us and the driver. He put his hand in from the other side, took out the quarter and put a small envelope in its place. Mama took the envelope and tore it open. Five nickels fell out. Mama put one nickel in the long narrow fare box. . . . She gave Belle and me each a nickel and we put our carfare in a watched it tumble down.”

Source: Edwina Fallis, *When Denver and I Were Young* (Denver: Sage Books, 1956): 55-56.

CABLE CARS

“When the cable car stopped I jumped up on the running board and into the little single seat that was next to the big box where the gripman stood. He had to stand out there in all kinds of weather....

I liked to see the gripman work the big levers that opened and shut the grip that gripped hold of the cable underneath. When it was time to start the car the gripman would yank the levers, one forward, one back. The grip gripped the cable with a grinding shriek, the grip car jumped forward, shook itself and jerked the trailer after it.

We went jiggling and jerking down Sixteenth Street.”

Source: Edwina Fallis, *When Denver and I Were Young* (Denver: Sage Books, 1956): 179.

STREETCAR SERVICE EVOLVED

“When I was fourteen years of age, in 1879, we came to Denver. . . . When we arrived in Denver, a streetcar ran up Twenty-third street and was pulled by two horses. . . . In 1883 the streetcar system was extended to Seventh Avenue and Broadway. Later cable cars were installed (1888), and after a while regular electric cars were put in service.”

Source: Mrs. Belle Cassidy, “Recollections of Early Denver,” *Colorado Magazine*, 24 (January 1952): 53, 54.

DENVER CABLE CARS

“The cars are very beautiful while and gold affairs and move with the speed of a toboggan.... When one mounts a cable car, and is swept with a wild rush around a curve or dropped down a grade as abruptly as one is dropped down an elevator shaft... it leave one gasping.”

Source: Richard Harding Davis in *Life in Denver* (Denver: Denver Public Schools, Department of Instruction, 1940): 38.

TROLLEY CARS

“When we began growing up there was the thrill of the "trolley ride." In those days some of the street cars were open with seats running across from side to side. There was a running board on which the conductor went to and fro to collect the fares. . . . Every summer the Church would engage one of these cars for the evening at a stipulated price. The car would be draped with strings of colored electric lights, refreshments installed, the sale of which would help to defray the expenses, and away we would go riding all about town all evening amid gaiety of the most refined and proper kind.”

Source: Quantrille D. McClung, *Memoirs of My Childhood and Youth in North Denver* (Denver: Colorado Genealogical Society, 1979): 41.

TROLLEY RIDES

“When relatives of my mother came to visit, we had very simple ways of entertaining them. . . . We used to board this [trolley] car at about 32nd and Tejon, as this corner is known today, ride out to the end of the line, get off and walk across the prairie through the dust and the weeds, then get the Larimer Street car back, transfer and return to the starting point. And this cost 5 cents a ride.”

Source: Quantrille D. McClung, *Memoirs of My Childhood and Youth in North Denver* (Denver: Colorado Genealogical Society, 1979): 66.

SIGHT SEEING STREETCAR

“Seeing Denver. ‘Seeing Denver’ trolley cars make a two-hours’ trip through the city. Fare, 50 cents. . . . ‘Seeing Denver’ autos make special trips for large parties of tourists. Fares, 50 and 75 cents and one dollar. ‘Touring Denver’ automobiles make trips through the finest residence streets and boulevards of Denver. Every trip last 1 ½ hours and covers 18 miles. The route includes Cheesman Park and City Park. Fare, 75 Cents.”

Source: Eugene Parsons, *A Guidebook to Colorado*, (Boston: Little, Brown, 1911): 68.

WAGONS AND CARRIAGES

EXPRESS WAGONS

“My work for [Mr. Thomas] was to drive a little dun horse they called Major, hitched to an express wagon, delivering goods to and from the store, and picking up express jobs on the street. So Major and I “majored along” and made money for Mr. Thomas. I had a stand on upper Union Avenue [Pueblo], near the Commercial Hotel and under a cottonwood tree....

In a laundry around the hotel corner lived another fat-faced, good-natured Chinaman, who often gave me a job. Dressed in his native costume, with wooden shoes, a black pigtail hanging down his back, carrying a basket full of clothes on his shoulder, he would come down to my stand, place the basket carefully in my express wagon, then jump onto the seat beside me and wave his hand in the direction he wished me to go.”

Source: Lyman Sproul, *Turning Back the Clock* (St. Louis: Mound City Press, 1953): 84, 85.

A VEGETABLE WAGON

“Tony’s vegetable wagon had a flat top. Around that top Tony would fasten green things for fringe. Sometimes it was wild cucumber vines or asparagus gone to seeds, and late in the summer it would be the feathery gray of clematis that grew along the banks of Clear Creek where Tony had his truck garden.”

Source: Edwina H. Fallis, *When Denver and I Were Young* (Denver: Sage Books, 1956): 190.

DELIVERY WAGONS

“People usually carried home their purchases, but those buying for large families could not manage the great loads, so for them there was a delivery service by means of horse and wagon. The purchases were packed in a large wooden box which had to be unpacked in the kitchen, during which process the housewife might have a pleasant chat with the delivery boy.”

Source: Quantrille D. McClung, *Memoirs of My Childhood and Youth in North Denver* (Denver: Colorado Genealogical Society, 1979): 41.

TRAVELING BY STAGE COACH

“In 1900, I moved from Cripple Creek to Colorado Springs, making the trip on the stagecoach drawn by four horses. These stages would leave Cripple Creek and Colorado Springs each morning around eight o’clock and arrive at their destination in the late afternoon. They did considerable business as it was shorter than going to the Cripple Creek district via Divide as the railroads did, and the fare was less. These stages were discontinued soon after the Cripple Creek Short Line [Railroad] was completed. . . .”

Source: William W. Wardell, “Cripple Creek Memories,” *Colorado Magazine*, 37 (January 1960): 38.

STAGE COACH TRAVEL

“Prior to November 1871, the only way to get to Colorado Springs was by stage from Denver and the fare was 20 cents a mile and the walking not very good.”

Source: Recollection of W. H. McIntyre, *Colorado Springs Gazette*, July 31, 1921, Dawson Scrapbooks, Vol. 34, Colorado Historical Society.

RAILROADS

EARLY RAILROAD TO COLORADO SPRINGS

“Gen. Palmer had invented a locomotive with two complete engines on it, boilers and all, so that one would pull and one would push. There were two engineers. When the train, after arriving here, was ready to start back, the other engineer simply took the throttle and the engine would push the cars all the way back to Denver.

The cars themselves were very small, as well as the engine, and the smokestack looked like the hopper of an old fashioned coffee mill. The whole train looked like a toy compared with the great steel cars and large locomotives of today.”

Source: S. M. Buzzard, Dawson Scrapbooks, Vol. 34, p. 81; Colorado Historical Society.

EXCURSION TRAINS

“Passengers were protected from the weather by a light weight roof, supported by strong uprights. Seats were of common lumber, smoothed and painted....the cars often returned to Denver the same way they went out, and excursionists enjoyed the scenic beauties of the trip riding backward.”

Source: Albert Sanford, “The Old South Park RR,” *Colorado Magazine*, 5 (October 1928): 174.

DENVER AN IMPORTANT RAILROAD CENTER

"As a railroad centre, Denver is fast becoming as important as either Kansas City or Omaha. The new Union Depot, where centre the many tracks of the various roads now extended across the plains to this seat of influence in the West, is one of the largest and handsomest buildings in Denver. . . . Two hundred thousand pieces of baggage were handled at the Union Station in 1886, and the passenger business was larger than ever before."

Source: Edwards Roberts, "The City of Denver," *Harper's New Monthly Magazine*, (May 1888): 953, 954.

DENVER BUILT A NEW DEPOT

“When Denver was ready to build a new [railroad] depot, the site was occupied by an Italian who operated a large boarding house on the spot. He refused to give it up and held out until he is said to have received some fifty thousand dollars for it, so that our present union station could be built. A part of the original building still is used [i.e., 1952].”

Source: Mrs. Belle Cassidy, “Recollections of Early Denver,” *Colorado Magazine*, 24 (January 1952): 57.

AN IMMENSE UNION DEPOT

“They are building an immense Union R. R. [Railroad] Depot extending clear across 2 Blocks from 16th to 18th Streets, crossing, and blocking 17th Street. This immense structure being built of Stone is at the foot of those Streets near the Platte. An immense building is being erected and well along, at the foot of 16th for heating the City by Steam.”

Source: Rezin H. Constant, “Colorado as Seen by a Visitor of 1880,” *Colorado Magazine*, 12 (May 1935): 111.

THE WELCOME ARCH IN DENVER

“It was late afternoon when the train upon which we had come from eastern Kansas stopped at the Denver station—a substantial if not distinguished structure. . . . Passing through the building and emerging upon the taxi stand, we found ourselves confronted by an elaborate gateway of bronze. . . .”

Source: Julian Street, “Hitting a High Spot: Denver,” *Collier’s*, (November 7, 1914): 16.

ON DEPARTING DENVER, MIZPAH

“[T]he Denver gate [is not] a barrier. Indeed, it is not even a gate, having no doors, but is intended merely as a sort of formal portal to the city—a city proud of its climate, of the mountain scenery nearby, and of its reputation for . . . hospitality. . . . Over the large central arch . . . [one] may read in large letters the word ‘Welcome’; and when later, departing, he approaches the arch from the city side he finds Denver gives him Godspeed with the word ‘Mizpah.’”

Source: Julian Street, “Hitting a High Spot: Denver,” *Collier’s*, (November 7, 1914): 16.

AN EVENT OF IMMENSE IMPORTANCE

“One event of immense importance to the city [of Grand Junction] occurred at this time—the arrival of the first locomotive and the completion of railway communication with the outside world. The coming of the first train to the city, on November 25, 1882, caused great rejoicing among the citizens and filled them with new confidence in the future of the town.”

Source: James H. Rankin, “The Founding and Early Years of Grand Junction,” *Colorado Magazine*, 6 (March 1929): 43.

WHAT WILL THE RAILROAD BRING?

“Tuesday was a day which will be remembered in the history of Grand Junction, as a day which united us by two steel rails with all parts of the United States, and opened up a way for the rapid development of Grand valley’s immense resources. . . . Who can tell what five, ten, of fifteen years may bring forth? Thousands of people all over the United States have read of Grand valley and who have been waiting for an easy access to our valley, will now begin to seek homes in our midst, capitalists will no longer hesitate about placing their money and we may expect a city to spring up as if by magic. . . .”

Source: Grand Junction news, November 25, 1882 quoted in Walker D. Wyman, “Grand Junction’s First Year, 1882,” *Colorado Magazine*, 13 (July 1936): 132.

EARLY AUTOS

DENVER'S FIRST SPEEDING TICKET

“For the first time in the history of Denver, an automobilist was fined in the police court yesterday for driving along the streets of the city at a speed which endangered the lives of pedestrians. E. S. Matheson was the prisoner. He had been arrested on Sixteenth Street by Officer Asken, who said that the auto was making forty miles an hour.”

Source: *Rocky Mountain News*, January. 15, 1902.

SPEED LIMIT 45

“The speed limit then (1915) was 45 miles per hour.... I never heard of a stop sign until about 1930. I never saw a traffic signal until about 1935, except in downtown San Francisco.”

Source: Forrest Coulter, “65 Years of memories,” p. 14. Denver Public Library Manuscript Collection.

EARLY AUTOMOBILE CLUBS

“August 1st Proclaimed a Legal Holiday by the Legislature. . . . For the morning of the great day a parade has been planned which will include prairie schooners and floats representing the early days of Colorado, with the pioneers en masse; decorated carriages and automobiles, and the city fire department. Prizes will be offered for the three best decorated fire wagons, automobiles, carriages and schooners. . . . The Gentlemen’s Driving and Riding Club, the Colorado Automobile Club and similar organizations will be invited to enter in the parade, which, as planned, will be one of the finest ever seen in this city [Denver].”

Source: *Colorado Transcript* (Golden, Colorado), July 11, 1907.

1,000 AUTOMOBILES ON PARADE

“One thousand automobiles to journey from Denver to Golden and through mountain parks on the morning of Sunday, March 7 [1915]. Such is the plan of the Denver Motor Club. . . . The first Sunday in March is set as the date for the great automobile excursion to Denver’s mountain parks. Sunday has been selected because it is felt that on no other day can Denver’s working people get away to enjoy the beauties of the trip. The public-spirited citizens of Denver who own automobiles and who are willing to contribute a few hours of their time for the effective advertising of Denver’s greatest scenic resources, will be called upon. Whether or not they belong to the Motor Club, they are asked to join the parade and give up some space in their machines to those who have never seen the beauties of the mountain parks.”

Source: *Colorado Transcript* (Golden, Colorado), February 25, 1915.

AUTOMOBILES IN DENVER, 1908

“If all the automobiles in Denver were loaded with people, there would be around 30,000 persons awheel. Right now, says the Denver News, there is one automobile for every fifty persons in the city, or 4,000 autos for 200,000 population, which gives Denver a considerable edge in auto population proportionately to size over other cities of the country. This census is based on returns from dealers and from the city hall and is accurate. It means that in a few brief years the erstwhile haunt of the buffalo and coyote has become a vast speedway for automobiles representing an investment easily of \$8,000,000. . . . It is likely that, taking Colorado Springs, and the country districts of Northern Colorado, where autos are particularly numerous, as well as Eastern Colorado, Pueblo and other towns, that Colorado can show more cars in proportion to population than any other state in the Union.”

Source: *Colorado Transcript* (Golden, Colorado), October 28, 1908.

ROADS AND TIRES WERE POOR

“I could now go in debt and purchase a Model ‘T’ Ford, crank and all. . . . Roads and tires were poor and I had to learn also to patch inner tubes. More than once I have to wrap my voluminous skirts around my knees, and wiggle under the car to drain a little gasoline to aid in the vulcanizing [repair of the rubber inner tube] process. But I first had to jack up the car, remove tire and tube from the rim with tire irons, patch the tube, place it in the tire, put the assembly back on the rim, and then on the jacked-up wheel before continuing a journey. Colorado eastern hamlets [small towns or villages] were far apart and my Model ‘T’ never broke down anywhere near civilization.”

Source: Grace Fitzgerald, “A Lighthearted Look at the Little Red Schoolhouse in El Paso County 50 Years Ago,” in Margaret J. Lehrer, ed., *Up the Hemline* (Colorado Springs, CO: Williams and Field, 1975): 101.

STUCK IN THE MUD

“When my father died, which was in 1933, my mother ran for county superintendent of schools, and she was county superintendent for the [next] 20 years. . . . She had 25 to 30 rural schools, scattered all throughout the county. . . . She went in the wintertime [in order] to make the rounds of the schools. She was traveling all the time. . . . The first years in office she went mostly by herself. Then Mr. Purdy drove her for years. She went in that old Model A [Ford] . . . [and] she was stuck by the side of the road half the time. . . . Somebody would finally come along and dig her out, and she would go on. . . . That was nothing for her, to be off to the side of the road.”

Source: Norine Holland quoted in Julie Jones-Eddy, ed. *Homesteading Women: An Oral History of Colorado, 1890-1950* (New York: Twayne, 1992): 183, 184.